

## PUBLIC COMMENTS (PC)-B

### PC-B1

4833 Dogwood Ave.  
Seal Beach, CA 90740

July 17, 2012

Ms. Smita Deshpande, Branch Chief  
Cal Trans District 12  
2201 Dupont Drive, Suite 200  
Irvine, CA 92612  
Attn: 405 DEIR/DEIS Comment Period

Dear Madam,

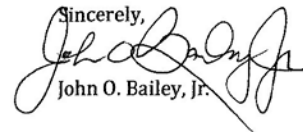
I am writing this letter in response to the plan to widen the 405 Freeway using Measure M funds. I have several concerns regarding these plans as they relate to area near Seal Beach.

My understanding is that the project will widen the freeway through Orange County only that Los Angeles County has no plans to do the same. This Orange County widening project would create several issues for those of us who live in the College Park East neighborhood:

- It seems readily apparent that traffic will back up at the county line at the 605 Freeway; this will create more noise and air pollution that will impact the health of residents of CPE. } 1
- Widening the freeway by two lanes will also impact the safety of drivers who enter the northbound 405 freeway from Seal Beach Blvd. It is already difficult to merge across lanes on the freeway due to the exit lanes for the 22Fwy/7<sup>th</sup> St exit. Adding additional lanes will only exacerbate this issue. } 2
- If the freeway is widened by two lanes it will necessitate moving the Almond Ave. sound wall by 10 feet. This will impact parking and safety of drivers and pedestrians on this street. This will most likely lower property values for the homeowners in CPE. } 3
- Measure M was not intended to fund toll roads. Our tax dollars have traditionally funded freeways that are available to all and the HOV lanes were designed to alleviate traffic by encouraging carpooling by multiple passengers in one vehicle. Toll roads would not allow freeway egress into our community. } 4

### PC-B1 Continued

Is it possible to widen the freeway but not beyond Valley View Blvd northbound? This would help alleviate the backup on the 405 Freeway between the 405/22 merge and the 605 Freeway. This would not necessitate moving the Almond Ave soundwall, it would potentially mitigate adverse air pollution and it would allow full access to our community via the Seal Beach Blvd. exit. } 5

Sincerely,  
  
John O. Bailey, Jr.

PC-B2

**From:** michael bailey [michaelbailey@cox.net]  
**Sent:** Wednesday, June 13, 2012 11:05 PM  
**To:** Parsons, 405.dedcomments  
**Subject:** Comment on I-405 Project

My name is Michael E. Bailey. My address is: 25801 Marguerite Parkway, No 103, Mission Viejo, CA 92692.

My comment on this project is that the project will be very extensive. It will result in 2 new lanes in each direction, including an HOV lane and a toll lane and will require demolition and rebuilding more than 17 bridges in a process that will take at least 4 yrs to complete. It will be good for the economy since it will create many jobs. It will also help end transportation bottle necks and increase transportation funds through the toll lane.

It will have major impacts on the bus system through many detours and on pedestrian/bike access at interchanges where freeway on and off ramps meet arterial city streets and county roads. Mitigation is necessary. This can be done by improving service on OCTA Route 1 on Pacific Coast Highway and improving the bus stops along the Route 1 bus line. Mitigation could also include making improvements to the bus lines in communities the I-405 passes through in Orange County; it could be done by improving Metrolink Stations in the cities the I-405 passes by both for bus and for bike/pedestrian access. Many bus lines will need to be detoured and the detours can be expected to last for some time. The OCTA Bus Operations Fund needs to be compensated for the cost to bus operations of the detours which will be so many, the entire bus route network will probably be slowed down. There will be extra cost to bus operations for drivers time, fuel costs, printing and distributing "Riders' Alerts", putting bus stops out of service and putting up new temporary bus stops, and redrawing bus routes for some bus lines in the schedule book. These are costs that need compensating.

The new toll lane in each direction will generate income from the project and California Streets and Highways Code Section 143 allows revenue from toll lanes to go to public transit. So I feel strongly that a portion of money raised from tolls should go into the Bus Operations Fund on a regular yearly schedule to be used to improve bus service countywide.

Thank you, Michael E. Bailey.

PC-B3


**From:** michael bailey [michaelbailey@cox.net]  
**Sent:** Tuesday, June 26, 2012 11:28 PM  
**To:** Parsons, 405.dedcomments  
**Subject:** EIR Comments

The I-405 Project will be a major undertaking with major impacts on the OCTA bus system, the biking and pedestrian infrastructure near the construction project; and the impacts will last 4 to 5 years. This needs some remediation.

Remediation could include funding for a fare scholarships program to reduce the impact of a 25% fare increase to fixed route bus service and ACCESS service on transit dependent passengers who otherwise could not pay the fare increase. Remediation could also include increasing bus service on Pacific Coast Highway. It could also include some financial support for the Santa Ana and Garden Grove Streetcar lines in the OCTA GO-LOCAL Program. Improving bus service and a fare scholarship program are very much needed and would be great choices for remediation of construction impacts on transit. Remediation of impacts to pedestrian and biking infrastructure should include providing the best, most up-to-date infrastructure available to upgrade these two areas of public transport, including wide islands of refuge with wheelchair access, walk signal buttons that are wheelchair accessible and provide audible as well as visual signals on when to cross, improved sidewalks and bus stops, and wider wheelchair cuts in sidewalks, and the special yellow raised markings to let blind and low vision people know when they are getting to a street crossing and close to the edge of the sidewalk.

Thank you. My name is Michael E. Bailey, 25801 Marguerite Parkway, No. 103, Mission Viejo, CA 92692. Email: [michaelbailey@cox.net](mailto:michaelbailey@cox.net).

PC-B4



## I-405 Improvement Project Public Hearing Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.





**Meeting Venue (please check one of the following):**

☒ Monday, June 4, 2012 -- Orange Coast Community College   
 ☐ Thursday, June 7, 2012 -- Rush Park Auditorium  
☐ Wednesday, June 6, 2012 -- Westminster Community Center   
 ☐ Thursday, June 14, 2012 -- Fountain Valley Senior Center


Name (First and Last): <u>David Delas</u>	
Organization: <u>Local 882</u>	
Address(Optional): <u>P.O. Box 2620</u>	
Phone Number: <u>714.333.8256</u>	Email address:

Comments: freeway to congested. Sitting in traffic for  
hours when I can be playing with my kids. Not some out of  
work tax paying citizens back to work & help  
feed his/her family. Thank you

(Space for comments continued on reverse)

PC-B5



## I-405 Improvement Project Public Hearing Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.





**Meeting Venue (please check one of the following):**

☐ Monday, June 4, 2012 -- Orange Coast Community College   
 ☐ Thursday, June 7, 2012 -- Rush Park Auditorium  
☐ Wednesday, June 6, 2012 -- Westminster Community Center   
 ☐ Thursday, June 14, 2012 -- Fountain Valley Senior Center

Name (First and Last): <u>Davy Barales</u>	
Organization:	
Address(Optional): <u>1402 S. Central Ave Compton Ca 90220</u>	
Phone Number: <u>310 916-2390</u>	Email address: <u>Dbarales@Att.Net</u>

Comments: I drive on the side of town every day and  
really would appreciate more lanes on the 405.  
I think it would benefit the traffic and cut down  
on some ~~of~~ drive time. Please make the freeway  
bigger.

(Space for comments continued on reverse)

## PC-B6

From: Mike Bantel [bantel@exoanalytic.com]  
 Sent: Thursday, July 12, 2012 5:01 PM  
 To: Parsons, 405.dedcomments; cbyrne@octa.net  
 Subject: Public Record Comments for "San Diego Freeway (I-405) Improvement Project"

Hi Smita Deshpande and Christina Byrne

My comments concern the building of the new South bound on ramp at Euclid and the additional North bound lanes that go over the Santa Ana River Trail.

- 1) I'm not opposed to the plans, but I do hope you orchestrate the construction to minimize noise and dust for the near-by residents.
- 2) I attended the June 4<sup>th</sup> meeting at OCC, and a Parson employee told me that they didn't fully understand the Santa Ana River Trail usage and they would have to close it for construction. For the public record, you need to understand that the Santa Ana River trail is heavily used. I estimate that on the weekends in the summer months more than 1000 bicyclist travel under the 405 on this river trail. The Santa Ana River Trail was recently designated a National Recreational Trail (May 31st), and it is not some simple bike path, it is more like a highway for bicyclists—Los Angeles Times described the trail as "a veritable freeway for bicycles" — you should Google Santa Ana River Trail. Now, to make matters worse, I do not see any easy detour route. I strongly advise that you visit the location and ride the detour yourself so that you fully understand the situation. The detour is a long detour (~ 2 miles) that requires pedestrians and bicyclists to go to the east side of Harbor Blvd and cross the North bound 405 exit (which has a signal) and then cross the North and South on ramps that DO NOT have signals only cross walks. With 1000's of people dodging on bound vehicles on the weekends someone will eventually get hit or killed. Furthermore, the west side of Harbor Blvd might be tempting for cyclists, but it is also a sort of a precarious path that doesn't really accommodate cyclists. I imagine that you will have to consider constructing a reinforced corridor along the path to keep it open for pedestrian and cyclist and have traffic guards on the ends during construction to control passing when construction becomes potentially unsafe.

Thanks

Mike

Dr. Michael Bantel  
 1812 Alask Ave (South side of 405 and East of the Santa Ana River — near Moon Park)  
 Costa Mesa, CA 92626  
 Home: (714) 751-3887  
 Cell: (949) 292-5880

## PC-B7

**LEAVE OUR WALL ALONE!**

**OCTA wants to tear down our  
 Soundwall and move it up to 10 feet  
 closer to our homes to expand the 405!!**

If they move the wall as proposed in at least 2 of their alternatives:

- There will be some unknown period where there is NO WALL while they rebuild
- We lose parking on one side of Almond and safety for our kids, runners, bikers, and dog walkers that enjoy the larger street
- There will still be a bottle neck at the 605 because LA County is NOT expanding the 405 on their side of the county line
- We will have increased noise and pollution and the related health concerns
- All our house values will likely go down — especially during the period of the rebuild

**They can make exceptions but they have to  
 hear from us!!! PLEASE MAKE YOUR  
 CONCERNS HEARD —  
LEAVE OUR WALL ALONE!**

Comments may be mailed to Smita Deshpande, Caltrans District 12 at 2201 Dupont Drive, Suite 200, Irvine CA, 92612 or by e-mailed to  
**405.dedcomments.parsons@parsons.com.**

*Comments must be postmarked by July 2.*

Research for yourself at: <http://www.sealbeachca.gov/ServiceUpdates.aspx?id=1418>

PC-B7 Continued

Please find another way for your  
construction project. Leave our wall alone. } 1 cont.

Chuck + Barbara Barone  
4273 Birchwood Ave.  
Seal Beach, Ca 90740  
College Park East






PC-B8

From: tony@tonybarra.com  
Sent: Monday, June 25, 2012 10:58 AM  
To: Parsons, 405.dedcomments  
Subject: Highway Robbery

I wanted to voice my objection on the 3<sup>rd</sup> proposal to construct toll lanes on the 405 "FREEWAY". OCTA may risk a class action lawsuit if they proceed with option 3. They cannot legally use Measure M tax dollars to build a toll road. Essentially that would be "taxing" the public twice. We did not approve these funds for Toll roads. } 1

Tony Barra  
O.C. Concerned Citizen

PC-B9






	<b>I-405 Improvement Project Public Hearing Comment Sheet</b>
Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.	
<b>Meeting Venue (please check one of the following):</b>	
<input type="checkbox"/> Monday, June 4, 2012 – Orange Coast Community College	<input type="checkbox"/> Thursday, June 7, 2012 – Rush Park Auditorium
<input type="checkbox"/> Wednesday, June 6, 2012 – Westminster Community Center	<input type="checkbox"/> Thursday, June 14, 2012 – Fountain Valley Senior Center
Name (First and Last): <u>MARCELO BARRAGAN</u>	
Organization: <u>20975 TONY RD Labor Local 652</u>	
Address (Optional): <u>PERRIS</u>	
Phone Number: <u>951-230-0096</u>	Email address:
Comments: <u>I object on el CONVERGIO de CONSTRUCCION en la MA</u>	
(Space for comments continued on reverse)	
	
	

## PC-B9 Translation

Comment:

Employment in the construction industry is at its lowest point.

## PC-B10

		<b>I-405 Improvement Project</b> <b>Public Hearing</b> <b>Comment Sheet</b>	
		Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.	
<b>Meeting Venue (please check one of the following):</b>			
<input type="checkbox"/> Monday, June 4, 2012 – Orange Coast Community College		<input type="checkbox"/> Thursday, June 7, 2012 – Rush Park Auditorium	
<input type="checkbox"/> Wednesday, June 6, 2012 – Westminster Community Center		<input type="checkbox"/> Thursday, June 14, 2012 – Fountain Valley Senior Center	
Name (First and Last): <u>Miguel BARRAGAN</u>			
Organization: <u>Labor Local 652</u>			
Address (Optional): <u>605 WOOD ST. SANTA ANA, CA 92703</u>			
Phone Number: <u>714-244-5421</u>		Email address: _____	
Comments: <u>Empleo en el condado - Comercio</u> <u>de construcción está en lo mas bajo</u> <u>de todos los tiempos</u>			
(Space for comments continued on reverse)			
<div style="display: flex; justify-content: space-around; align-items: center;">     </div>			


} 1

PC-B10 Translation

Comment:

Employment in the county in the construction industry is at its lowest point ever.

PC-B11



## I-405 Improvement Project

### Public Hearing

### Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.





**Meeting Venue (please check one of the following):**

☐ Monday, June 4, 2012 – Orange Coast Community College
 ☐ Thursday, June 7, 2012 – Rush Park Auditorium  
☐ Wednesday, June 6, 2012 – Westminster Community Center
 ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): <u>EDGAR BERRERA</u>	
Organization: _____	
Address (Optional): <u>13152 PIENSAH ST APT #5 GARDEN GROVE CA 92643</u>	
Phone Number: <u>714-591-7555</u>	Email address: _____

Comments: IMPROVE ~~HA~~ MY WAY BACK HOME  
EDSIER


(Space for comments continued on reverse)

} 1

## PC-B12

## PC-B12 Translation

 **I-405 Improvement Project**  
**Public Hearing**  
**Comment Sheet**

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.





**Meeting Venue (please check one of the following):**

☐ Monday, June 4, 2012 – Orange Coast Community College    ☐ Thursday, June 7, 2012 – Rush Park Auditorium  
☐ Wednesday, June 6, 2012 – Westminster Community Center    ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): VICTOR M BARRERA  
Organization: Labor Local 652  
Address (Optional): 305 E Mountain View L.B. Cal. 90805  
Phone Number: 760 792-8051 Email address: \_\_\_\_\_

Comments: Tambien ayudara a nuestra  
infraestructura de los puentes  
y calles

(Space for comments continued on reverse)

Comment:


It will also help our bridges and road infrastructure.

} 1



PC-B13

PC-B14



## I-405 Improvement Project

### Public Hearing

#### Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.





**Meeting Venue (please check one of the following):**


☐ Monday, June 4, 2012 – Orange Coast Community College   
 ☐ Thursday, June 7, 2012 – Rush Park Auditorium  
☐ Wednesday, June 6, 2012 – Westminster Community Center   
 ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): <u>JAIME BARTON</u>	
Organization: _____	
Address (Optional): <u>1605 MC SUSAN ST Santa Ana, CA 92703</u>	
Phone Number: <u>714 554-0730</u>	Email address: <u>cameron.martinez@caltrans.ca.gov</u>

Comments: Develop & Build Additional  
Bridges & Lanes for I-405

(Space for comments continued on reverse)



## I-405 Improvement Project

### Public Hearing

#### Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.





**Meeting Venue (please check one of the following):**

☐ Monday, June 4, 2012 – Orange Coast Community College   
 ☐ Thursday, June 7, 2012 – Rush Park Auditorium  
☐ Wednesday, June 6, 2012 – Westminster Community Center   
 ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): <u>Julian Bautista</u>	
Organization: <u>Local 652</u>	
Address (Optional): <u>5658 Bella Dr. Riverside CA 92509</u>	
Phone Number: <u>714 396-8344</u>	Email address: _____

Comments: the 405 freeway from the 73 to the  
605 freeway is the busiest in the nation

(Space for comments continued on reverse)

## PC-B15

From: Robert Beachler [robert.beachler@gmail.com]  
 Sent: Tuesday, July 17, 2012 6:28 AM  
 To: Parsons, 405.dedcomments  
 Subject: 405 Expansion

Can't we just wait until the West County Connectors project is finished, before deciding?  
 That would be my recommendation.

Thank you.

Sent from my iPad

} 1

## PC-B16



# I-405 Improvement Project Public Hearing Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

**Meeting Venue (please check one of the following):**

- ☐ Monday, June 4, 2012 – Orange Coast Community College    ☐ Thursday, June 7, 2012 – Rush Park Auditorium  
☐ Wednesday, June 6, 2012 – Westminster Community Center    ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): <u>Seth Beasley</u>	
Organization: <u>UP local 582</u>	
Address (Optional):	
Phone Number: <u>951-233-4461</u>	Email address:

Comments: Improving the 405 Freeway would  
improve traffic flow and reduce gasoline use  
and less pollution.

} 1

(Space for comments continued on reverse)



## APPENDIX R1 DRAFT EIR/EIS RESPONSE TO COMMENTS

**PC-B19**

SHORT AND SWEET ALTERNATIVE ONE OR ALTERNATIVE TWO. ALTERNATIVE THREE IS A  
NOO .THANK YOU . HOME  
OWNER VAUGHN BECHT 5761 MEINHARDT RD WESTMINSTER,CAL . PHONE 714-313-9706

1

**From:** Vaughn Becht <vaughnbecht@yahoo.com>  
**Date:** July 18, 2012 5:37:44 PM PDT  
**To:** Christina Byrne <cbyrne@octa.net>  
**Subject:** Re: I-405 Improvement Project: Important Upcoming Dates  
**Reply-To:** Vaughn Becht <vaughnbecht@yahoo.com>

NOO/ ATERNATIVE 3

 $\} 1$ 

# I-405 Improvement Project Public Hearing Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

## Meeting Venue (please check one of the following):

☐ Monday, June 4, 2012 – Orange Coast Community College      ☐ Thursday, June 7, 2012 – Rush Park Auditorium  
☒ Wednesday, June 6, 2012 – Westminster Community Center      ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): <u>Jose Buitre</u>	
Organization: _____	
Address (Optional): <u>20 Santa Monica, La Jolla CA 92037</u>	
Phone Number: <u>619-295-2800</u>	Email address: <u>BuitreJose@Comcast.com</u>

Comments: As a citizen using the freeway  
daily basis, I believe this project will help  
everyone with their daily commutes. Please  
continue with this project.

(Space for comments continued on reverse)

 $\} 1$

## PC-B20

Smita Deshpande, Branch Chief,  
Caltrans-District 12, "Attn: 405 DEIR-DEIS Comment Period"  
2201 Dupont Drive, Suite 200  
Irvine, CA, 92612

Subject: State Route 405 (I-405; San Diego Freeway) between SR-73 and I-605  
and Draft EIR/EIS

I am concerned about the impacts the State Route 405 improvement project will have on our community. I am especially concerned about Alternative 3 which will widen the San Diego Freeway in the City of Costa Mesa and convert an existing car pool lane to a toll lane.

Alternative 3 would require that the Fairview/I 405 interchange be demolished and rebuilt, even though it was just rebuilt three years ago. Residences and public parks near the I- 405 will be adversely affected both during construction and upon completion of the project. Problems include air pollution, noise, and degradation of the visual quality of our neighborhoods. Ramp closures at Harbor, Fairview, and South Coast will not only inconvenience residents, but impair access to the many businesses which contribute to our local and regional economy.

In addition,

Please include these comments in the public/administrative record for this project and the project EIR/EIS. Thank you for the opportunity to comment.

Yours truly,

*George Berio*

(Name)

*3097 Yukon Ave Costa Mesa*

(Address)

(City)

\_\_\_\_ Please keep me informed about future hearings and future steps in the review process for the I- 405 project.

## PC-B21

From: flamingofing@juno.com  
Sent: Thursday, June 21, 2012 6:17 PM  
To: Parsons, 405.dedcomments  
Subject: 405 freeway alternative 3

To Whom It May Concern:

I am absolutely against the proposed 405 freeway expansion Alternative 3. When we voted for "Measure M" we **DID NOT VOTE FOR TOLL ROADS**. This is such a breach of the public trust for the Transportation people to try to sneak in toll lanes under the guise of improving roads and freeways. We don't want the Fairview bridge demolished (with the resulting year of no access), we don't want our Costa Mesa ingress and egress diminished by this ill-conceived plan, and we don't want to pay tolls to use a freeway we've paid dearly for over the years through higher taxes. This is NOT NEW YORK or NEW JERSEY where you have to pay to drive! California's economy has been ruined by the politicians and it's absolutely unethical for more government bureaucrats to gouge Orange County residents for using the freeways we've already paid for! Which lobbyists stand to gain from this fiasco? **NO ON ALTERNATIVE 3!!!**

Lynne Bianco  
1589 Corsica Place, Costa Mesa 91106

PC-B22

**From:** Harold Biggerstaff [hbiggerstaff@gmail.com]  
**Sent:** Wednesday, July 11, 2012 12:56 PM  
**To:** Parsons, 405.dedcomments  
**Subject:** I-405 Improvement Project

Being directly affected by this project, I wish to express my thoughts in abbreviated form.

1. Prefer no widening of 405 in Seal Beach area, but realize that to improve traffic flow it would be advantageous to add lanes. Alternative 1 adds one general purpose lane in each direction and reduces travel time from 133 minutes per GP lane to 57 thereby saving 76 minutes. That is quite an improvement!! Adding more lanes is only going to create a bottle-neck where the freeway transitions from Orange to LA county. Adding to the bottle-neck is the mixing of traffic entering the freeway, north bound, from Seal Beach Blvd. and the traffic exiting from the 405 to the 605 and from the 22 to the 7th street exit into Long Beach. This condition alone seems to defeat the objective of improving traffic flow. Question: Since LA county has no plan to expand their portion of the 405, why would OCTA want to create this bottle-neck?

2. Any widening of the freeway brings traffic closer to those who live adjacent to it. This means more noise and air pollution, adversely affecting property values and quality of life. In the case of Seal Beach it could also mean tearing down a perfectly good sound wall and replacing it (a needless expense at a bad time). This move could require Almond Ave. to be reduced to a sub-standard width, creating a safety hazard. Widening could also mean the rerouting of major utility pipes and lines (another needless expense at a bad time). Question: Why would you widen more than alternative 1 when you get so much gain at minimal expense?

3. No toll lanes. The tax payer builds these freeways to be just that: free!!! So far, toll roads have not proven a success. Measure M has no mention of toll roads or lanes so it seems that to include them would require voter approval. Question: why are they even being considered?

4. The 405 has served pretty well for 50+ years. With the improvements in alternative 1, it would seem that it's needs could be met efficiently at a reasonable cost. Question: If cost and efficiency were truly the goal, would it not make more sense to go up rather than out? Why not put an elevated rapid transit rail line down the center?

Have endeavored to be concise out of consideration. Please do not assume that this lessens, in any way, my deep concerns.

Harold Biggerstaff  
4457 Hazelnut Avenue  
Seal Beach, CA 90740  
562-596-0968  
[hbiggerstaff@roadrunner.com](mailto:hbiggerstaff@roadrunner.com)

PC-B23

**From:** Patricia Biggerstaff [pbiggerstaff1@live.com]  
**Sent:** Wednesday, July 11, 2012 2:32 PM  
**To:** Parsons, 405.dedcomments  
**Subject:** Expansion of the 405 Freeway

I am writing this letter to voice my very strong objection to the widening of the 405 Freeway and the subsequent movement of the College Park East sound wall. There are so many issues that need to be addressed regarding this project that one is hard pressed as to where to begin. One of the most objectionable is the movement of the wall even further into the College Park East tract which would result in the creation of a sub-standard road which would barely accommodate a two lane street. This is the only through road at the southern end of the tract and it crosses all the cul-de-sacs on Almond Ave. It is not a short road and would impact many residents. Aside from the decreasing width of the road, the sound and the air quality would also be negatively affected by the closer proximity to homes. Home prices would, in all likelihood, also see a town turn.

After attending a meeting in Rossmoor on June 26th, with a standing room only crowd, it was evident that all of the audience of about 200 to 300 people were opposed to any of the proposals put forth by OCTA and Cal Trans. If one had to be chosen the only one that appeared to receive even a modicum of support was Alternative 1, which did not involve the removal of the wall. The Toll Road concept was totally unacceptable, I don't believe Measure M money was ever intended to finance a toll road. One of the gentlemen who helped write the legislation was present at the meeting and stated that toll roads were never mentioned in the bill and were never an option to be considered. Another one of the most glaring faults of this entire project is ending the expansion at the LA County line. Can you imagine the bottle neck that would be created by such an abrupt cessation of lanes?

There are many other objections to this project which I could list but I'm sure you have heard them all. I would be totally remiss, however, if I did not mention the cost. The state, according to all we have heard, is broke and we have to vote for more taxes, according to our esteemed Governor Brown to stay solvent. Two of the alternatives do not have the money to finance the projects and need another \$100 million or so to be completed - Why would they even be considered when the state has no money to fund them? Could actions like this be the reason, the state of California is on the verge of bankruptcy?

Please listen to the people who are so strongly opposed to this project and use whatever influence you have to see that it does not send us even further into debt.

Sincerely,

Patricia Biggerstaff  
4457 Hazelnut Ave.  
Seal Beach, CA 90740  
562-596-0968  
[pbiggerstaff@roadrunner.com](mailto:pbiggerstaff@roadrunner.com)

## PC-B24

**From:** babiggs@socal.rr.com  
**Sent:** Sunday, June 17, 2012 2:30 PM  
**To:** Parsons, 405.dedcomments  
**Subject:** Comment on 405 Improvement Project

Comments on 405 Improvement Project

I appreciate the fact that those in charge of this project have allowed us to voice our opinions and that we have been listened to.

I am vehemently opposed to Alternative 3. We have paid and continue to pay for road improvements through taxes; Measure M, gasoline and some I'm sure I'm not aware of. Therefore I do not want to pay additional money to drive in a lane that I have already paid for. I also do not believe in social engineering, I do not think that we should be forced to carpool or pay a toll.

I believe that if you want to move the largest number of vehicles through this section of the freeway adding two general purpose lanes is the best solution. While having a toll lane may allow some people to move through this section quicker, it is not realistically available for all drivers, while two general purpose lanes would be. All of us have to pay for this, therefore it should be available for all of us to use.

The toll lane may allow the users to travel at 60-70 MPH, if it were uninterrupted, but the current proposal has places to leave and enter the toll lane, this is going to slow that traffic down, just as it is currently slowed in the existing HOV lanes. So I believe that the toll lane will not move much faster than the existing HOV lanes do now. During rush hour the HOV lane moves only slightly faster than the general purpose lanes.

I am in favor of having the HOV lanes have continuous access, this will help prevent a lot of slowing and most likely some accidents.

I also believe that the best use of our tax payer dollars is to build two lanes at this time. Although it would be great if we could get by with only adding one lane, (Alternative 1), in time, a second lane will be required. Doing both lanes now, when construction costs are lower and we can benefit by not having to do some of the same work over again at a later time, makes the most sense to me. So my vote is for Alternative 2.

During the meeting I attended there was a lot of concern over the sound wall height. Many there thought that the wall should be reconstructed at a greater height. Would it be feasible to build portions of the sound wall higher adjacent to homes; 16 feet or more, and lower adjacent to commercial properties and/or intersections? By varying the height this may make the costs the same as building the wall one continuous height.

I also have a hard time believing the numbers presented on the Traffic Projections (Year 2040). I do not believe that adding a toll lane will allow an additional 1000 cars per hour, nor that the time in the toll lane will only be 13 minutes. In fact most of the numbers in that presentation are suspect, and should be checked for reasonableness.

Thank you for your consideration.  
 Barbara Biggs

## PC-B25

**From:** Carol Bills [c.bills@gte.net]  
**Sent:** Wednesday, June 20, 2012 6:15 PM  
**To:** Parsons, 405.dedcomments  
**Subject:** Comments - I-405 Improvement Project

I attended the meeting on Wednesday, June 6 at the Westminster Community Center.

If I have to vote for one of the 3 options it will obviously be Alternate 1. This is the least intrusive and most likely to have funding available which is something I consider of the utmost importance. There is not enough funding for Alternates 2 and 3 and it won't just appear. Also Alternatives 2 and 3 take more property, including yards and businesses.

I don't know how you can consider a toll road that appears to be based on the 91 Freeway model. I travel that road frequently and it is not efficient and certainly not a good alternative. The tolls keep going up because of the cost of maintaining this road by a private company. I do not see how this will all of a sudden become a viable option on the 405. You are also basing throughput and travel time on models that are unlikely and your projections are skewed to push through Alternatives 2 and 3. In this economy, and all evidence points to years of hardship, people will do all they can to avoid toll roads, especially one that is only 10 or 14 miles. Paying \$6 to \$8 for a toll that leads most people nowhere is unreasonable.

As a resident that will be directly affected, I have very real concerns about additional pollution, sound wall problems and another drop in home values that are already deflated. The sound wall across the street from me was erected a few years after I moved here. Because the sound was not measured in the proper way (consulted a sound engineer), the wall created a canyon effect and the freeway noise is louder since the wall went up. Everyone on my side of the street has had to put in double pane windows in an effort to muffle the noise and many days we can't open our front windows or talk in front of our homes at all. Also, the dust and particulates are already very bad. I have developed breathing problems since I moved here and I can only imagine what it will be like with years of construction.

It would be beneficial to have a Caltrans person discuss the sound wall problem with people in our neighborhood. The gentlemen at the sound wall exhibit after the meeting dismissed us as idiots and claimed he had never heard anyone complain about the sound walls. There were 4 of us in front of him and he still denied our claims. Please do not dismiss this as a very real and very troublesome issue that is being ignored.

Carol Bills

Carol Bills  
 15131 Vermont Street  
 Westminster, CA 92683  
 714-892-4994 phone  
 714-742-6426 cell  
[c.bills@gte.net](mailto:c.bills@gte.net)

PC-B26

From: Carol Bills [c.bills@gte.net]  
Sent: Monday, July 02, 2012 10:03 AM  
To: Parsons, 405.dedcomments  
Subject: Tollway  
Attachments: OC Tollways0001.pdf  
Importance: High

As an addendum to my comments sent June 20, I wish to include the attached article from the Los Angeles Times, Sunday, July 1.

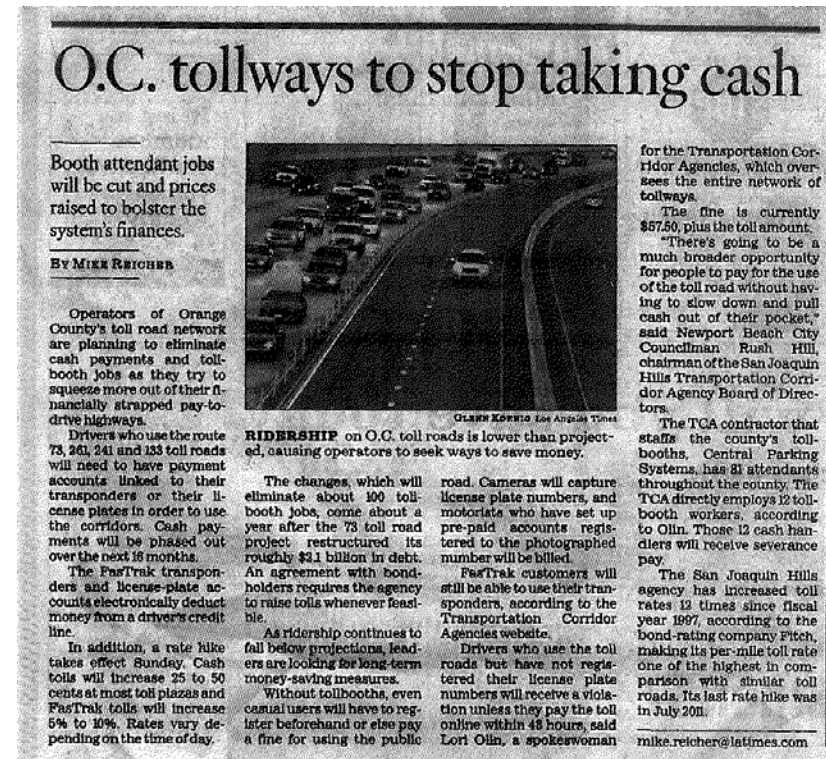
The article clearly states that ridership continues to fall below projections and the search is on for long-term money-saving measures. FasTrak tolls are increasing again at a time when ridership is down and cost cutting measures are in place including job loss.

To even propose toll lanes for the new 405 project is ludicrous. This article speaks for itself.

Carol Bills

Carol Bills  
15131 Vermont Street  
Westminster, CA 92683  
714-892-4994 phone  
714-742-6426 cell  
[c.bills@gte.net](mailto:c.bills@gte.net)

PC-B26 Continued



## PC-B27

## PC-B27 Continued

Dear Smita Deshpande:

July 12, 2012

A few weeks ago I attended the community meeting at the Fountain Valley Senior Center regarding the 405 widening project. As you know, there were 3 options presented at the meeting. The following is my and my wife's thoughts regarding this issue. I have addressed the options in reverse order beginning with Option 3.

**Option 3**

I will start by expressing our objections to the construction of any type of express lanes. We don't like the use of the words "express lanes" because it too vague of a description and is misleading to the public and therefore I will refer to them as toll lanes since that is what they are.

There are several reasons why we feel that the use of the existing 405 easement for toll lanes is inappropriate. We, as taxpayer, have already paid for the land and road surface through various taxes and fees. Therefore, to take something that has already been paid for through taxes and turn around and limit its use via a toll is not acceptable.

The presentation at the meeting used the 91 freeway as an example/prototype of how the 405 toll lanes would work. It amazed me that they used the 91 Freeway as an example, because it has done little to relieve the congestion west bound in the morning and east bound in the afternoon/evening. When I have traveled the 91, the general purpose lanes (west bound in the morning and east bound in the evening) have major congestion while the toll lanes are under used. I don't see how there would be any difference on the 405.

Much of the traffic on the 405 would not be able to use the proposed toll lanes because of the limited ingress and egress and therefore the drivers of these vehicles would be forced to drive in the already congested general purpose lanes. Since this option would only allow for one added general purpose lane, there would only be limited relief from the current congestion and within a relatively short period of time we would be back to where we are today.

It is our belief that the voter approved Measure M2 did not include a toll/express lane in its content. If that is in fact true, it would be inappropriate to use any portion of the M2 money to fund the toll lanes or the elimination of the 2 person carpool lane.

Another reason for our opposition to the toll lanes is the issue of fairness to all commuters from all ranges of income levels. Individuals who are at the lower income level are disproportionately unable to make use of the toll lanes than those who have a higher level of income. There should be equal access to all public facilities such as toll roads regardless of income. Because of this, people or families of lower income will more likely be confined to the more congested general purpose lanes because of the burdensome cost. This is blatantly unfair and therefore, not only should there be no toll lanes on the 405 Freeway, they really should be removed from all roads within the State.

**Option 2**

In our opinion, this is really the only minimally acceptable option. I have lived in southern California for over 60 years and over the past several years, I have noticed a substantial waste of tax dollars when it comes to freeway widening projects. On the south bound 55 freeway between Dyer Rd and the 405, the freeway has been widened numerous times one lane at a time. The cost of piecemealing this out must cost several times more than if the three widening

projects over the past ten years or so had been undertaken in one single project (currently, it appears that a forth widening project is underway on the S/B 55). Some of these projects had been completed within a few years of one another. The same can be said the 405 bridge over the Santa Ana River. It is my belief, when it comes to any freeway widening project in the State, that if there is a current need for one lane then add two lanes, if there is a need for two lanes, then add three lanes. Don't waste money on the same stretch of road by performing one widening project followed by another and followed yet another project. Do them at the same time. You probably would not add a room to your existing house followed a few years later by expanding that same room and yet a few years later expanding that room again. The prudent option would be to enlarge the room just one time based on your long term needs.

We are confident that the long term needs of the 405 Freeway and the commuters would justify the minimal addition of two added general purpose lanes.

**Option 1**

There's not much I need to say about this option that I have not already stated above in Option 2. This option is totally inadequate and therefore should not be a consideration at all. It would be a total waste of money now and in the future.

**General Comments**

We have heard several comments from individuals regarding their concern on the impact this project would have on their community or them individually. Although we understand their concerns and feel some sympathy for their situation, it has always been our belief that difficult decisions must be made with the entire community in mind and not just the impact on a few individuals, businesses or neighborhoods. We have seen decisions made by community leaders based solely on the objections of a few out of an entire community. This is synonymous to the tail wagging the dog. Few community leaders are willing or able to explain why something needs to be done for the benefit of the entire community even though it may have a negative impact on a few. In this case, when someone purchases a property adjacent to a freeway, it is not reasonable to think that there would be no further expansion.

Even though we live in Fountain Valley, we support the expansion of the 405 and the impact on the businesses along Magnolia Ave. Again, this project is beneficial to the entire community (all Orange County residents) and this should outweigh the negative impact on those few companies and residents. This does not mean that every reasonable effort should not be made to avoid impacting them negatively.

Another concern some individuals or community leaders have expressed is the potential bottle neck created when the 405 crosses into Los Angeles County. If any construction is based on the ability of neighboring communities' desire to pay for continued expansion, nothing will ever come to fruition. We could wait years before funds are made available to complete the widening project into Los Angeles County. This issue/concern should not stand in the way of proceeding with the construction of Option 2.

Sincerely,

Larry Black  
Fountain Valley  
E-mail Address: LnSOpinion@yahoo.com

5  
cont.

6

7

8



PC-B28

From: Jeff Blanton [jblanton@wpdrrs.com]  
Sent: Thursday, June 07, 2012 6:27 AM  
To: Parsons, 405.dedcomments  
Subject: Against the 405 Expansion Proposal Three

As a resident of Costa Mesa I want to register my vote against the 405 expansion proposal three.

Jeff Blanton

1111 Charleston Street  
Suite G  
Costa Mesa, CA. 92626

} 1

PC-B29

From: joyce bloom [jbloom@gmail.com]  
Sent: Tuesday, July 17, 2012 8:12 AM  
To: Parsons, 405.dedcomments  
Cc: dennis@sunnews.org  
Subject: 405 Project

Dear Sirs:

July 16, 2012

The Rossmoor Community and all our schools in the Los Alamitos Unified School District would be adversely impacted by the considerable increase in traffic if your project should come to fruition. The Rossmoor community knows that the EIR did not take into consideration the amount of pollution that would rain on our community and particularly our schools which are close to the 605. For that reason alone I am against the 405 project and would prefer Alternative 4 - do nothing! I am particularly incensed by the Alternative 3 which is solely for the "ECONOMIC ELITE" in southern Orange County. California led the country in freeways. The majority of Californians oppose any attempt to charge for mileage traveled. I have traveled the 91 Freeway and the Fast Track has not made traveling better for the majority of the people who use the 91. Orange County and the OCTA should lead the way toward better and faster public transportation. Los Angeles has shown us that it can be done and the OCTA should lead the way.

Joyce Bloom

} 1

PC-B30

July 1, 2012

OCTA Board Member  
550 S.Main St  
PO BOX 14184 Orange CA 92863

RECEIVED  
CEO OFFICE

JUL 16 2012

TEL: (714) 560 6282

Subject: I-405 widening impacting the College Park East Community in the City Seal Beach (Between the SR -73 and I-605)

Dear Board Member:

I am a resident of the City of Seal Beach College Park East Community. I am asking you to vote for Alternative 1 for the I-405 Freeway Improvement project. This alternative will have the most limited community and environmental impacts compared to any other alternative. My community believes this alternative is the best choice because:

1. Alternative 1 does not encroach 10 feet into Almond St. which has an existing soundwall that protects the community. If this wall is torn down and a new wall is built for widening the I-405, it will make Almond a very narrow and probably a one way street. In case you were not aware, Almond Street is a dedicated Tsunami escape route and the only community access route out from the College Park Community. Almond Street needs to be wide and two ways configuration is needed in order to serve as an escape route due to floods and/or Tsunamis and to have bikeways

} 1

2. Alternatives 2 and 3 will encroach 10 feet into Almond St and will also impact to existing parks at Astor Street and at Orleander Street. Like many parks in our community, children play and senior citizens walk along Almond Street every day. Mothers and their children walk these parks every day and walk along Almond St. An alternative that encroaches into our community will create expose families and children to more vehicle exhaust which causes **respiratory problems, lung disease and/or lung cancer**. The closer the freeway is closer to our community, the more exposed to vehicle exhaust and harmful toxics.

} 2

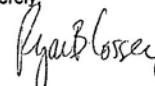
3. Funding is only available for Alternative 1. Alternatives 2 and 3 have a funding gap which will require OCTA to issue bonds and take more of the County's tax dollars. The community and residents do not favor this irresponsible tax-waste scenario.

} 3

4-Both alternatives 2 and 3 are proposing 10 lanes in each direction in Orange County. These lanes configuration that is being proposed by OCTA makes no sense. This creates a classic bottleneck scenario considering the fact that the I-405 in Los Angeles County contains only 6 lanes


5.-The MTA Los Angeles and Caltrans do not have the capital funds to widen the I-405 freeway in Los Angeles County and will not have it until at least 50 years.

Sincerely,



PC-B31

PC-B32

 **I-405 Improvement Project**  
**Public Hearing**  
**Comment Sheet**

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.





**Meeting Venue (please check one of the following):**


☐ Monday, June 4, 2012 – Orange Coast Community College    ☐ Thursday, June 7, 2012 – Rush Park Auditorium  
☐ Wednesday, June 6, 2012 – Westminster Community Center    ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Cane Bongiorno  
Organization: \_\_\_\_\_  
Address (Optional): 12400  
Phone Number: 562 246 9343 Email address: \_\_\_\_\_

Comments: Yes, this would be great to alleviate traffic

(Space for comments continued on reverse)

 **I-405 Improvement Project**  
**Public Hearing**  
**Comment Sheet**

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.





**Meeting Venue (please check one of the following):**

☐ Monday, June 4, 2012 – Orange Coast Community College    ☐ Thursday, June 7, 2012 – Rush Park Auditorium  
☐ Wednesday, June 6, 2012 – Westminster Community Center    ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Carolyn Borg  
Organization: \_\_\_\_\_  
Address (Optional): 3601 Bluebell St. Seal Beach 90740  
Phone Number: (562) 430-0793 Email address: carolynsborg@gmail.com

Comments: I am totally opposed to moving the Almond Ave. sound wall at all! This proposal will impact the CPENA neighborhood and homeowners that are close to the 405! It is already very noisy by the 405 - if you move the sound wall it will only get worse! This will greatly reduce our quality of life in my neighborhood!

(Space for comments continued on reverse)

**PC-B33**

**From:** Born, Andrew V [andrew.v.born@boeing.com]  
**Sent:** Thursday, July 12, 2012 4:18 PM  
**To:** Parsons, 405.dedcomments  
**Subject:** For I-405 Improvement Project, please implement Build Alternative 2: Add Two General Purpose Lanes in Each Direction

1. Please Build Alternative 2: Add Two General Purpose Lanes in Each Direction Alternative 2 would add one general purpose freeway lane in each direction on I-405 from Euclid Street to the I-605 interchange (as in Alternative 1), plus add a second general purpose lane in the northbound direction from Brookhurst Street to the SR-22/7th Street interchange and a second general purpose lane in the southbound direction from the Seal Beach Boulevard on-ramp to Brookhurst Street. } 1
2. Please ensure that users of carpool lane on I-405 can easily access the Seal Beach offramp Don't force us to change too many lanes in too short a time, or force us to exist carpool lane too many miles before our exit). I live on Seal Beach Blvd, so please match safety with performance. } 2
3. Please use carpool lane striping similar to SR-22 Allow vehicles to enter/exit whenever it's safe, not forcing them to exit/enter when it's legal but possibly only semi-safe. Give drivers the choice when they can enter/exit. } 3

**PC-B34**

**From:** Barney Brady [barneybrady36@aol.com]  
**Sent:** Tuesday, June 19, 2012 9:12 AM  
**To:** Parsons, 405.dedcomments  
**Subject:** Leave our Wall Alone

**Caltrans,**

**Leave our wall alone. Come up with another solution. This one is not acceptable.** } 1

**Barney Brady  
College Park East**

**PC-B35**

**From:** Karen At All Inclusive Getaways [karen@all-inclusives.com]  
**Sent:** Tuesday, July 17, 2012 9:40 AM  
**To:** Parsons, 405.dedcomments  
**Subject:** I-405 project

I 405 project...

I use this portion of the freeway under consideration all the time...here would be my vote..

- \* Alternative 2: Adds one general purpose freeway lane in each direction on I-405 from Euclid Street to the I-605 interchange, and adds a second general purpose lane in the northbound direction from Brookhurst Street to the SR-22/7th Street interchange and a second general purpose lane in the southbound direction from the Seal Beach Boulevard on-ramp to Brookhurst Street. } 1

Thank you,  
Karen D. Branton  
Commuter  
949-582-2230

**PC-B36**

**From:** Briggs, Michelle L [michelle.briggs@va.gov]  
**Sent:** Friday, July 20, 2012 11:40 AM  
**To:** Parsons, 405.dedcomments  
**Subject:** Property damage from freeway construction

To Whom it may concern,  
Since this 405 freeway construction & now that the pile drive is located almost directly behind my house , I now have noticed a new crack on the wall in my kitchen running from the floor to the window. Who is responsible for fixing this? The dishes rattle constantly on my walls during this construction & at night we have had the constant noise of trucks doing their construction. Not to mention the increase dirt & dust that now is on our property. The dog constantly barks at night due to the noise & the backup beeping of the trucks. It really is all too much! Who can I file a complaint to fix the crack, ect.  
Thank you  
Michelle Rogachenko Briggs  
address in 12581 Martha Ann Dr. } 1

## PC-B37

**From:** Lisa Broder [lisa@broder.realestate@gmail.com]  
**Sent:** Monday, July 16, 2012 8:32 AM  
**To:** Parsons, 405.dedcomments  
**Subject:** EIS for Proposed 405 Freeway Expansion

Please do the research prior to moving forward with the expansion to ensure our homes and neighborhood are not negatively affected. This is where we live, work and play. We do not want to sacrifice air quality for freeway expansion.

Thank you,  
 Lisa Broder

--  
 Lisa Broder  
 ReMax Real Estate Specialists  
 562 900-4444 cell  
 562 598-3149 direct  
 DRE #00917329

## PC-B38

**From:** Ron Broder [ronbroder.re@gmail.com]  
**Sent:** Monday, July 16, 2012 8:56 AM  
**To:** Parsons, 405.dedcomments  
**Subject:** Freeway Expansion

How could the EIR for the 405 North not address the fact that Hopkinson School, a very highly regarded elementary school in Rossmoor is located right next to where the new freeway narrows to 2 fewer lanes???

The configuration of Rossmoor has the 405 literally wrapping around the southern tip of the community, exposing residents to one of the greatest impacts anywhere in the project. And yet, Rossmoor was only superficially analyzed in the air quality supplemental.

It seems clear that the makers of this report deliberately disregarded the impact that this would have on the children in this community in a effort to run this expansion through. This is literally a killer to the Rossmoor community. Rather than losing two lanes at the county interface, we would like OCTA to consider squeezing down capacity miles from the county line. If and when Los Angeles County increases the capacity of the 405 in Long Beach, then the additional lanes of traffic could be opened at the county line.

Ron Broder  
[ronbroder.re@gmail.com](mailto:ronbroder.re@gmail.com)

## PC-B39

405.dedcomments.parsons@parsons.com [405.dedcomments.parsons@parsons.com](mailto:405.dedcomments.parsons@parsons.com)

Hi, I am a new resident in College Park East, Seal Beach. My home is three houses up from the wall on Almond Ave. I have read about the issues and I am not sure that that meetings and discussions with residents by Cities not united will change the outcome. I would not be surprised to see the project go forward regardless of the objections of Seal Beach or its residents. With that being said I believe the emphasis should be on building a proper sound wall. From what I have read every 1 meter increase in height could lead to a additional 3db reduction in noise...so I say lets make sure they build a 25ft wall to replace the current wall. Also I have read that installing sound absorption panels can reduce the noise up to an addition 3 to 6db. So I say lets make sure they install sound absorbing panels on our wall. As an experiment I climbed up a ladder in my backyard and the higher I got the louder it got, I can not imagine what it would sound like if I had a two story home and opened a window on the upper floor! We may not be able to stop progress and maybe we should not. Especially seeing how this state needs economic expansion to get out of our economic woes. So how do we insure we get a proper wall? That is the question for me? Do you know if this has been previously answered?

Best Regards  
 Bob Broman  
 College Park East  
 Seal Beach

## PC-B40

**From:** Erik and Susy Brommers [mailto:erikandsusy@yahoo.com]  
**Sent:** Saturday, July 21, 2012 9:49 AM  
**To:** [john.moorlach@ocgov.com](mailto:john.moorlach@ocgov.com); [Audra.Adams@ocgov.com](mailto:Audra.Adams@ocgov.com); [PatBates@ocgov.com](mailto:PatBates@ocgov.com); [Bill.Campbell@ocgov.com](mailto:Bill.Campbell@ocgov.com); [Janet.Nguyen@ocgov.com](mailto:Janet.Nguyen@ocgov.com); Wendy Knowles  
**Subject:** Proposed 405 freeway widening

Dear representatives and officials,


As a homeowner in north Costa Mesa, I strongly oppose the addition of a tollway on the 405 freeway. This would negatively impact the quality of life that we now enjoy in Costa Mesa. Please vote against alternative 3. Remember us, the people you represent, and we will remember you at the time of reelection.

Thank you,

Susana Brommers  
 1218 Dorset Ln  
 Costa Mesa, CA 92626

PC-B41

PC-B42



## I-405 Improvement Project

### Public Hearing

### Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.





**Meeting Venue (please check one of the following):**

☐ Monday, June 4, 2012 – Orange Coast Community College   
 ☐ Thursday, June 7, 2012 – Rush Park Auditorium  
☐ Wednesday, June 6, 2012 – Westminster Community Center   
 ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): <u>Ronald E. Brown</u>	
Organization: _____	
Address (Optional): _____	
Phone Number: <u>(714) 941-4080</u>	Email address: <u>kingwaldo1134@yahoo.com</u>

Comments: We need to fix the flow of traffic  
(to many people on the road, and I got get  
to work  
Thank you

(Space for comments continued on reverse)

Mike Buhbe  
412 Central Way  
Seal Beach, California 90740

July 10, 2012

Dear Ms. Smita Deshpande,

I actively campaign in Seal Beach on local issues, and I know my neighbors in College Park East will suffer under current CalTrans plans for widening the 405 Freeway.


The CalTrans expansion plans should be revised as follows.

- (1) End the 405 improvement at Valley View Street
- (2) If alternatives 2 or 3 or chosen, end one or two lanes at Valley View
- (3) Rubberized asphalt between Valley View and the the Los Angeles County line should be installed to reduce traffic noise in Seal Beach
- (4) Align the center line movement on the 405 with a 4 foot shoulder; the Almond Avenue sound wall will not need to be moved into the College Park East housing area.

Thank you for your attention to this important issue in Seal Beach.

I trust you will make a decision to make the lives of my Seal Beach neighbors less stressed by this freeway expansion.

Sincerely,

  
Michael Buhbe

## PC-B43

**From:** Keith Burgoyne [kburgoyne@socal.rr.com]  
**Sent:** Sunday, July 15, 2012 10:28 AM  
**To:** Parsons, 405.dedcomments  
**Cc:** dicarey2@verizon.net  
**Subject:** 405 Options

Dear OCTA,

Thank you for your hard work on the I405 expansion project.

It must be recognized that California motorists already fund freeway maintenance and expansion through gas taxes or Measure M sales tax funding. These are funding sources that are either tied to usage or allocated across the population as a whole. Therefore the benefits from the funding must either be provided to those who have paid through a gas tax, or across the population as a whole.

Using either funding to create or even subsidize "toll lanes" is essentially unethical. In particular the concept of tolls lanes that automatically rate adjust to demand operate on a "highest bidder" concept. This produces allocating to the advantage of wealthier individuals and to the disadvantage of less wealthy individuals, with failure to recognize less wealthier individuals helped subsidized the lanes through gas and sales taxes. Indeed, the expense of the gas and sales taxes might be just sufficient to prevent a subset of individuals from being able to afford the tolls.

There is no way to analyze the funding sources that does reflect how gas tax funding and Measure M tax funding is not benefitting, and therefore subsidizing, the potential creation of toll lanes. Indeed, it is to be recognized that Measure M funding has ALREADY been used to subsidize "highest bidder" toll lanes simply by it having funded the research and analysis of them as an option.

Spending the general populace's money on projects which will only benefit the wealthy and not the general population is unethical and must be opposed. Therefore "I405 Build Alternative 3: Express Facility Alternative" must be opposed on ethical grounds. "I405 Build Alternative 1: Add One General Purpose Lane in Each Direction" and "I405 Build Alternative 2: Add Two General Purpose Lanes in Each Direction" are the other ethical options to be considered.

Let us please, as a society, make sure we are pursuing ethical outcomes.

Thank you,  
 Keith Burgoyne  
 5702 Meinhardt Road  
 Westminster, CA 92683  
 714.805.7726

cc: Diana Lee Carey  
 Traffic Commissioner  
 I-405 AdHoc Committee Chairman  
 City of Westminster

## PC-B44

**From:** carol burke [cbcostamesa@aol.com]  
**Sent:** Monday, July 16, 2012 8:08 AM  
**To:** Parsons, 405.dedcomments  
**Subject:** "NO" on 405 building

Since I do not see any of your suggestions as an improvement to the freeway system, I do not support your "visions" for improvement. Continuing to support this over-use car culture by trying to provide these non - improvement toll roads or what not, will not create what is really needed... High speed trains!  
 carol  
[cbcostamesa@aol.com](mailto:cbcostamesa@aol.com)

1

**PC-B45**

JULY 15, 2012

Dear Ms. Smita Deshpande

Caltrans District 12

Re: 405 DEIR/DEIS

I am writing you concerning the sound wall along Almond Ave. in College Park East.

We all know that there is a traffic problem on the 405 Freeway on the other side of the sound wall and many studies have been done to resolve that issue. Our small portion of our area will not solve that issue by bringing the wall closer into our neighborhood. That debate can go on forever. My family and I have lived in this track from 1994 to present. The increase of noise, road dust (worse air quality) and increase health risk to this community is a major concern. By bringing the wall closer into the track we also put at Risk the Kids playing , joggers and walkers along Almond Ave and Almond Park.

We know the State has many Freeway projects underway. We also know that a Billion and a half dollars spent in addition to the States lack of Monies could be better spent on a project not taxing our future sales and property tax.

I am not a Cal Trans project planer, but spend a lot of time driving on our freeways. I understand traffic flow and gridlock. I see it every day. The additional demo and rebuild will have a huge impact on the freeway between Valley View and Seal Beach Blvd. I am sure there are other alternatives like ending the new lanes at Valley View , Only one lane to flow into the county line vs 2, under the present tear up that is going on.

Thank you for your time,

Michael J. Burton

3590 Rose Cr.

Seal Beach, Ca 90740

323-974-9646 cell

**PC-B46**

**From:** MichaelJBurton1@aol.com  
**Sent:** Tuesday, July 17, 2012 9:32 AM  
**To:** Parsons, 405.dedcomments  
**Subject:** 405 DEIR/DEIS- KEEP THE EXISTING SOUNDWALL ALONG ALMOND AVE.

Dear Ms Smita Deshpande,

Caltrans District 12  
Subject : 405 DEIR/DEIS

Please keep the existing sound wall along the Almond Avenue in College Park East because:

1. You have a good intention to try to resolve the traffic problem on the 405 freeway BUT moving the wall closer will surely increase smog , noise , worse air quality/ health risks to ALL nearby residents.
2. Impacts on the safety for kids, runners, bikers, dog walkers etc
3. County will save a lot of money to leave the wall alone since it doesn't have to relocate all the lines that provide powers, telephone and cable to the neighborhood
4. There still will be a bottle neck at the 605 because LA county will not expand the 405 on their side of the county line
5. There is a risk of the project completion: The OC county doesn't have budget allocated for the total project but depends on the future sale tax and property tax.

**Suggestions:**

- End the 405 Improvement Project at Valley View Street and use the existing seven lanes of 405 between Valley View Street and the LA County line in any manner desired for the optimum traffic flow.
- If either Alternatives 2 or 3 are chosen, end either one or both of the new lanes at Valley View so that they only have to take away one or no lanes at the county line instead of 2 lanes.
- Use rubberized asphalt on the 405 between Valley View and the LA County line to minimize noise
- With a center line movement, a 4 foot inside shoulder and 405 realignment, the Almond Avenue sound wall will not need to be moved into SB College Park East.
- A 4 foot inside shoulder on the south side of the freeway is acceptable, why not on the north side of the freeway? The soundwall would not need to be moved.

Thank you for your concerns,

Michael Burton  
3590 Rose Cir  
Seal Beach, CA 90740  
Cell ( 323) 974-9646

**PC-B47**

**From:** Bill [bajabil@verizon.net]  
**Sent:** Tuesday, July 17, 2012 10:30 AM  
**To:** Parsons, 405.dedcomments  
**Subject:** I 405 fwy widening options

Parsons;

We live in Huntington Beach and often use the Seal Beach Blvd on/off ramps to/from Northbound I405 and we are very much against any option that closes off Seal Beach Blvd access to or from the I405.

} 1

Sincerely,  
William Butts  
Suzanne Butts  
Huntington Beach, CA



## **RESPONSE TO PUBLIC COMMENTS (PC)-B**

### **Response to Comment Letter PC-B1**

#### **Comment PC-B1-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comments were considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

With respect to a potential bottleneck at the Los Angeles county line, please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line.

The highest traffic noise level from a freeway occurs when traffic is at full capacity but flowing at the posted speed. Noise levels are reduced substantially when traffic is at stop-and-go conditions. Future traffic noise levels are predicted for the free-flowing conditions, and soundwalls are recommended to provide noise abatement for the highest possible traffic noise that can be produced by the freeway. Please see Common Response – Noise/Noise Analysis.

MSATs have the greatest potential to affect the health of residents located adjacent to the project. MSAT emissions are likely lower than existing levels in the design year as a result of EPA's and California's control programs that are projected to further reduce MSAT emissions. Please see Common Response – Health Risks.

#### **Comment PC-B1-2**

Only one lane change will be required under any of the build alternatives between the Seal Beach Boulevard entrance to northbound I-405 and the SR-22 westbound exit to avoid exiting the freeway at SR-22 westbound.

#### **Comment PC-B1-3**

The Draft EIR/EIS identified that only Alternatives 2 and 3 would require moving the walls to accommodate the additional lanes being added on I-405. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

#### **Comment PC-B1-4**

Renewed Measure M funds would not be used for the Express Lanes in Alternative 3. The Express Lanes would be available free of charge to HOVs meeting the occupancy requirement.

We appreciate the concern expressed in the comment regarding limited access to the Express Lanes. Please see Common Responses – Opposition to Tolling and Measure M Funding.

**Comment PC-B1-5**

Dropping the additional GP lane in Alternatives 1 and 3 upstream of I-605 (at Valley View Street as suggested in the comment) would create a chokepoint at the drop location, because there would be no roadway to receive the lane's traffic. Carrying that lane to I-605 and providing a full two-lane exit at the beginning of I-605 provides a location for ending the lane that has the capacity to receive the lane's traffic. Consideration was given to dropping the second additional lane included in Alternative 2 just south of SR-22, but this was rejected due to the level of congestion such a bottleneck would create. Carrying the second lane to the SR-22 West exit ramp provides a location for ending the lane that has the capacity to receive the lane's traffic.

Widening I-405 between I-405/SR-22 and I-405/I-605 is required to transition the direct connector from SR-22 to I-605 appropriately. In addition, the additional GP lanes proposed for this project will need to transition into the existing cross section of I-405.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

**Response to Comment Letter PC-B2****Comment PC-B2-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comments were considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

**Comment PC-B2-2**

Impacts to the bus system are positive. Improvements along arterial streets in the vicinity of I-405 that are part of all of the build alternatives will improve traffic service on arterials used by buses. Bike and pedestrian facilities are improved by the build alternatives compared to the No Build Alternative and are summarized in the Draft EIR/EIS on page 3.1.6-103. The TMP required during design of the project will address detours, including public transit bus detours.

**Comment PC-B2-3**

Excess toll revenues (i.e., net revenues after all operating, capital, debt service, and other expenditures) from the Express Lanes in Alternative 3 would be available for OCTA to expend

on transportation improvements in the I-405 corridor consistent with provisions of the California Streets and Highways Code Section 143 (j)(1). If Alternative 3 becomes the Preferred Alternative, the OCTA Board would adopt a policy regarding the use of net revenues.

### **Response to Comment Letter PC-B3**

#### **Comment PC-B3-1**

Caltrans and OCTA thank you for your participation in the I-405 Improvement Project environmental process. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. If you provided an address with your comment or are on the project mailing list, you will be notified when the Final EIR/EIS is available for review.

Please see Response to Comments PC-B2-2 and PC-B2-3.

### **Response to Comment Letter PC-B4**

#### **Comment PC-B4-1**

Caltrans and OCTA thank you for your participation in the I-405 Improvement Project environmental process. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. If you provided an address with your comment or are on the project mailing list, you will be notified when the Final EIR/EIS is available for review.

### **Response to Comment Letter PC-B5**

#### **Comment PC-B5-1**

Caltrans and OCTA thank you for your participation in the I-405 Improvement Project environmental process. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. If you provided an address with your comment or are on the project mailing list, you will be notified when the Final EIR/EIS is available for review.

### **Response to Comment Letter PC-B6**

#### **Comment PC-B6-1**

Caltrans and OCTA thank you for your participation in the I-405 Improvement Project environmental process. Your comments were considered during identification of the Preferred Alternative as described in the Final EIR/EIS. If you provided an address with your comment or are on the project mailing list, you will be notified when the Final EIR/EIS is available for review.

Minimization, avoidance, and/or mitigation of air quality and noise effects is a top priority. The Final EIR/EIS incorporates measures to minimize air quality and noise effects, as described in Measures AQ-1 through AQ-14 and NOI-1 through NOI-4, respectively.

**Comment PC-B6-2**

Caltrans and OCTA acknowledge the regional significance and high usage of the Santa Ana River Trail. Construction of any of the build alternatives would include a new permanent aerial easement for the new Euclid Street southbound I-405 on-ramp from Ellis Avenue that would cross over the Santa Ana River Trail. This permanent aerial easement would not affect the function, value, and attributes of the Santa Ana River Trail. Coordination with the County of Orange has been initiated during the Draft EIR/EIS, and a letter was sent to the County of Orange notifying them about the anticipated reduction in access for the trail system during construction; however, the trail would be accessible from at least one riverbank at all times during construction, as described in Measure LU-6 in Section 3.1.4. To date, the County has not responded to the letter and did not comment on the Draft EIR/EIS. It should be noted that the restricted access could be up to 1-year, but it would be reopened as soon as feasible to restore access to both sides. Subsequent to construction, the new on-ramp would continue to allow recreational use of the trail on both riverbanks and would not reduce the width of, or access to, the trails. The new southbound on-ramp would add approximately 2,000 square ft of overhead concrete to the existing trail.

Prior to any closure of the trail, the bike/pedestrian detour will be signed, and any improvements to enhance detoured pedestrian/biker safety will be incorporated into the TMP, as described in Section 3.1.6. As described in Measure T-1, a Final TMP will be prepared prior to project construction that identifies methods to avoid and minimize construction-related traffic and circulation effects and minimize impacts to pedestrian and bicycle access, including ADA-compliant features, as a result of the proposed project.

Because one riverbank is expected to be open at all times if either side must be fully closed, no rerouting of users is anticipated except across bridges over the river at either end of the closure.

**Response to Comment Letter PC-B7****Comment PC-B7-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

The Draft EIR/EIS identified that only Alternatives 2 and 3 would require moving the walls to accommodate the additional lanes being added on I-405. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common

Responses – Almond Avenue Soundwall, Traffic Flow at the Orange County/Los Angeles County Line, Noise/Noise Analysis, Air Quality, Health Risks, and Property Values.

### **Response to Comment Letter PC-B8**

#### **Comment PC-B8-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Please see Common Responses – Preferred Alternative Identification and Measure M Funding.

### **Respuesta a la Carta De Comentario PC-B9**

#### **Comentario PC-B9-1**

Las agencias de Caltrans y Orange County Transportation Authority les gustaría agradecerle por haber participado en el proceso ambiental para el proyecto de ampliación de la autopista de San Diego (I-405). Su comentario fue considerado durante el proceso de selección de la “Alternative Preferida”, como esta escrito en el reporte llamando en ingles “I-405 Improvement Project Final EIR/EIS.” Se le notificará en la dirección proveida en su Comentario cuando el reporte “Final EIR/EIS” va a estar disponible para revisarlo.

### **Response to Comment Letter Translation PC-B9**

#### **Comment PC-B9-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

### **Respuesta a la Carta De Comentario PC-B10**

#### **Comentario PC-B10-1**

Las agencias de Caltrans y Orange County Transportation Authority les gustaría agradecerle por haber participado en el proceso ambiental para el proyecto de ampliación de la autopista de San Diego (I-405). Su comentario fue considerado durante el proceso de selección de la “Alternative Preferida”, como esta escrito en el reporte llamando en ingles “I-405 Improvement Project Final EIR/EIS.” Se le notificará en la dirección proveida en su Comentario cuando el reporte “Final EIR/EIS” va a estar disponible para revisarlo.

**Response to Comment Letter Translation PC-B10****Comment PC-B10-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

**Response to Comment Letter PC-B11****Comment PC-B11-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

**Respuesta a la Carta De Comentario PC-B12****Comentario PC-B12-1**

Las agencias de Caltrans y Orange County Transportation Authority les gustaría agradecerle por haber participado en el proceso ambiental para el proyecto de ampliación de la autopista de San Diego (I-405). Su comentario fue considerado durante el proceso de selección de la “Alternative Preferida”, como esta escrito en el reporte llamando en ingles “I-405 Improvement Project Final EIR/EIS.” Se le notificará en la dirección proveida en su Comentario cuando el reporte “Final EIR/EIS” va a estar disponible para revisarlo.

**Response to Comment Letter Translation PC-B12****Comment PC-B12-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

**Response to Comment Letter PC-B13****Comment PC-B13-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

### **Response to Comment Letter PC-B14**

#### **Comment PC-B14-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

### **Response to Comment Letter PC-B15**

#### **Comment PC-B15-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

The planning and design phases for large transportation projects take many years. The WCC Project will not be completed until 2015. Waiting until then would push construction of the I-405 Improvement Project from 2015 to approximately 2020, resulting in the traffic conditions within the corridor described for the 2020 No Build Alternative. Please see Common Response – Preferred Alternative Identification.

### **Response to Comment Letter PC-B16**

#### **Comment PC-B16-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

### **Response to Comment Letter PC-B17**

#### **Comment PC-B17-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

**Response to Comment Letter PC-B18****Comment PC-B18-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

**Response to Comment Letter PC-B19****Comment PC-B19-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

**Response to Comment Letter PC-B20****Comment PC-B20-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternative 3 would require replacement of the Fairview Road Overcrossing. Caltrans/OCTA have considered design options to avoid replacement of the Fairview Road Overcrossing under Alternative 3. Please see Common Response – Replacement of Fairview Road Overcrossing/Truncation of Tolloed Express Lanes.

All reasonable and feasible soundwalls will be constructed, as described in the Final EIR/EIS and final Noise Abatement Decision Report, to abate traffic noise. Construction mitigation measures NOI-1 through NOI-4 have been identified to minimize construction noise impacts. Air quality Measures AQ-1 through AQ-14, described in Section 3.2.6, will avoid and/or minimize construction-related air quality effects. As described in Section 3.2.6, emissions will be reduced under all of the build alternatives compared to the future No Build Alternative, and no permanent adverse project-related air quality effects were identified. Please see Common Responses – Air Quality, Health Risks, and Noise/Noise Analysis.



As discussed in Section 3.1.7.3, there would be changes to the visual quality and/or character associated with vegetation removal, construction activities, and the introduction of new and modified permanent structures. For the build alternatives, removal of the eucalyptus trees and other vegetation within the interchange areas would likely have the greatest impact on visual quality; however, this effect would remain until trees grow back to existing conditions. Other elements, such as replacement structures, new retaining walls, and soundwalls, would be a permanent change to the elements within the existing viewsheds along the corridor, including some areas where visual impacts were determined to be Moderately High, as described for Viewpoints 17A and 17B. With the implementation of Mitigation Measures VIS-1 to VIS-21, the potential adverse effects of the build alternatives on the visual character and quality of the project surroundings would be minimized.

As described in Section 3.1.4 of the Draft EIR/EIS, temporary long-term closures would represent a temporary inconvenience to residents, businesses, and business patrons within the project area, and detours would result in minimal increased travel time and distances. All temporary long-term closures are supported by adequate detours using the local arterial street network. Access to all businesses will be maintained during construction of the project, and all are accessible from alternate freeway off-ramps and by utilizing local streets. Based on the short-term and temporary nature of the closures (i.e., 10 to 30 days) and minimal increased detour travel times and distances (i.e., 0.75- to 1.75 miles and 1.5 to 5.5 minutes), the closures would not result in either a substantial economic effect on businesses or substantial delays or travels cost for residents or business patrons. Please see Common Response – Preferred Alternative Identification.

Under Alternatives 1 and 2, the interchange ramps at Harbor Boulevard, Fairview Road, and South Coast Drive are not expected to require long-term closures. Alternative 3 would require long-term closure of the following interchange ramps in Costa Mesa:

- South Coast Drive northbound off-ramp
- Fairview Road northbound off-ramp
- Fairview Road northbound on-ramp
- Fairview Road southbound off-ramp
- Harbor Boulevard northbound loop on-ramp
- Harbor Boulevard southbound on-ramp

However, a design option for Alternative 3 has been developed that would eliminate new lanes south of Euclid Street, except for extension of the southbound auxiliary lane approaching the Harbor Boulevard exit ramp north to Euclid Street. Please see Common Response – Replacement of Fairview Road Overcrossing/Truncation of Tolled Express Lanes.

If this design option is adopted and Alternative 3 is identified as the Preferred Alternative, the interchange ramps at Harbor Boulevard, Fairview Road, and South Coast Drive are not expected to require long-term closures, consistent with Alternatives 1 and 2.

### **Response to Comment Letter PC-B21**

#### **Comment PC-B21-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comments were considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. See Common Responses – Preferred Alternative Identification and Measure M Funding.

#### **Comment PC-B21-2**

Only Alternative 3 would require replacement of the Fairview Road Overcrossing. Caltrans/OCTA have considered design options to avoid replacement of the Fairview Road Overcrossing under Alternative 3.

Please see Common Responses – Opposition to Tolling, Replacement of Fairview Road Overcrossing/Truncation of Tolloed Express Lanes, and Preferred Alternative Identification.

### **Response to Comment Letter PC-B22**

#### **Comment PC-B22-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comments were considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

With respect to a potential bottleneck at the Los Angeles county line, please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line.

#### **Comment PC-B22-2**

Alternatives 2 and 3 provide additional transportation benefits compared to Alternative 1. The benefits to congestion of all of the build alternatives are summarized in the Draft EIR/EIS in Tables 3.1.6-4 through 3.1.6-8 and 3.1.6-12 through 3.1.6-14.

#### **Comment PC-B22-3**

Please see Common Responses – Opposition to Toll Lanes and Measure M Funding.

**Comment PC-B22-4**

Constructing a transit guideway over I-405 was considered early during the MIS phase of the project and was dropped from further consideration. Furthermore, the proposed alternatives have minimized ROW impacts along the corridor that allow for a more cost-effective project.

**Response to Comment Letter PC-B23**

**Comment PC-B23-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comments were considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Almond Avenue Soundwall.

**Comment PC-B23-2**

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

**Comment PC-B23-3**

Please see Common Responses – Preferred Alternative Identification; Almond Avenue Soundwall; Measure M Funding; Coordination between Caltrans Districts 7 and 12, OCTA, Los Angeles Metro, COG, and the City of Long Beach; and Traffic Flow at the Orange County/Los Angeles County Line. With respect to Renewed Measure M and tolling, please see Common Response – Opposition to Tolling.

**Comment PC-B23-4**

With respect to a potential bottleneck at the Los Angeles county line, please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line.

**Comment PC-B23-5**

Please see Common Response – Measure M Funding.

**Response to Comment Letter PC-B24**

**Comment PC-B24-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comments were considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in

your comment when the Final EIR/EIS is available for review. Please see Common Response – Opposition to Tolling.

**Comment PC-B24-2**

We acknowledge the opposition to the tolled Express Lanes. The proposed Express Lanes in Alternative 3 would be paid for with the tolls. Not only do the Express Lanes allow their users to enjoy reliable high speed for a price, but it results in more traffic being served by the entire freeway, as shown in the Draft EIR/EIS in Table 3.1.6-14. Please also see Common Response – Opposition to Tolling.

**Comment PC-B24-3**

The analysis of speeds in the Express Lanes of Alternative 3 at the transition areas are summarized in the Draft EIR/EIS on page 3.1.6-98. The analysis shows that there is some speed reduction at the Magnolia Street/Warner Avenue intermediate access area, but the other areas are anticipated to have uncongested high-speed operation.

**Comment PC-B24-4**

Please see Common Responses – Preferred Alternative Identification and Measure M Funding.

**Comment PC-B24-5**

Soundwalls are recommended in accordance to Caltrans' Traffic Noise Analysis Protocol, which specifies that soundwalls must reduce traffic noise levels by at least 5 dB at the impacted frequent outdoor use areas. The Noise Study Report identifies heights and lengths required to provide the feasible abatement of 5 dB. Commercial areas that are not specified to be noise sensitive are usually not included behind soundwalls unless they are in close proximity to residential areas. Gaps in the soundwalls and lower soundwall heights for commercial areas are considered where it is not detrimental to the goal of providing feasible traffic noise abatement to residential areas. In accordance to the Caltrans design guidelines, the maximum soundwall height should not exceed 16 ft due to seismic issues. Please see Common Response – Noise/Noise Analysis.

**Comment PC-B24-6**

The speed and throughput values shown in the Draft EIR/EIS in Tables 3.1.6-6 and 3.1.6-14 are accurate. Slow-moving congested freeway lanes have lower and unstable throughput compared to uncongested lanes. During peak periods, the GP lanes on I-405 are forecast to be heavily congested with lower throughput (i.e., approximately 1,200 vehicles per lane per hour) than the Express Lanes, whose throughput will be managed to approximately 1,700 vehicles per lane per hour. For an explanation of how this management works, see the Draft EIR/EIS, page 2-20.

## **Response to Comment Letter PC-B25**

### **Comment PC-B25-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comments were considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

### **Comment PC-B25-2**

The SR-91 Express Lanes do not eliminate congestion in the GP lanes, but they are highly successful, very efficient, and provide the option of less congestion and trip reliability to motorists willing to pay a toll. The tolls are set at the rates necessary to maintain high-speed operations. For an explanation of how this management works, see the Draft EIR/EIS, page 2-20. The same methods were used for all of the build alternatives. For additional information, please see Common Response – Opposition to Tolling.

### **Comment PC-B25-3**

Soundwalls are most effective for areas that are adjacent to the wall. In most cases, the frequent outdoor use areas of the first row of residences along the freeway will receive the most benefit from a soundwall. The original study for this particular soundwall could not be located; however, results of a detailed computer analysis indicated that the existing soundwall in this area should have provided a 1- to 2-dB reduction in traffic noise levels at the front yards of the second-row residences along Vermont Street. Because the average human ear can barely perceive noise level changes of 3 dB, the decrease in noise levels may not have been instantly noticeable.

A possible reason for the perceptible increase in noise levels may be due to the change in the characteristics of the traffic noise due to construction of the soundwall. The constructed soundwall has been effective in eliminating a noticeable portion of the tire/pavement and car engine noise levels, which are typically perceived as a constant noise due to the enduring flow of traffic of a busy freeway such as I-405. Eliminating or reducing the constant noise would make truck pass-by noise levels more prominent and noticeable. Although installing the soundwall does reduce the overall traffic noise, it may result in a more annoying noise exposure to some individuals. Please see Common Response – Noise/Noise Analysis.

The EIR/EIS discloses the potential for impacts from MSATs to the extent that current scientific information allows. Sensitive receptors are identified, and a qualitative assessment of impacts to the sensitive receptors was performed. Please see Common Response – Health Risks.

**Comment PC-B25-4**

Each of the proposed soundwalls will go through a voting process that will involve the residences that benefitted by the soundwall. It is during this period where Caltrans will discuss the specifics of the soundwall and projected outcome with the communities when it is deemed necessary. Please also see Common Response – Noise/Noise Analysis.

**Response to Comment Letter PC-B26****Comment PC-B26-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

The article referenced in the comment refers to toll roads located in southern Orange County, on which all motorists pay a toll. The tolled Express Lanes proposed in Alternative 3 are only two lanes of I-405 in each direction. The remainder of the lanes on I-405 remains free. For additional information, please see Common Response – Opposition to Tolling.

**Response to Comment Letter PC-B27****Comment PC-B27-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comments were considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

The SR-91 Express Lanes do not eliminate congestion in the GP lanes, but they are highly successful, very efficient, and provide the option of less congestion and trip reliability to motorists willing to pay a toll. With respect to the issue of double taxation and other topics, please see Common Response – Opposition to Tolling.

**Comment PC-B27-2**

None of the proposed build alternatives are anticipated to eliminate congestion on I-405. The Express Lanes provide an option to that congestion to motorists willing to pay a toll in exchange for a reliable trip time. The Express Lanes would be managed to maintain that reliable trip time regardless of the extent of congestion on the GP lanes. For an explanation of how this management works, see the Draft EIR/EIS, page 2-20.

**Comment PC-B27-3**

Please see Common Response – Measure M Funding.

**Comment PC-B27-4**

The project does not include concessions or subsidy programs for low-income or other disadvantaged individuals for use of the tolled Express Lane facility. No one is required to use the tolled Express Lane facility, and the GP lanes remain available for all users unwilling or unable to pay the toll for the Express Lane facility. Please see Common Response – Opposition to Tolling.

**Comment PC-B27-5**

We appreciate the comments regarding limiting the number of times work is performed on the same stretch of highway. All of the proposed build alternatives are justified in terms of traffic needs, and none are anticipated to eliminate congestion on I-405.

**Comment PC-B27-6**

We appreciate the comments regarding Alternative 1.

**Comment PC-B27-7**

The build alternatives would all require full acquisition of the properties where Sports Authority, Days Inn, and Fountain Valley Skating Center are located, along with partial acquisition of the property where Boomers is located, on the south side of I-405 between Magnolia Street and Warner Avenue, as discussed in Section 3.1.4.2.3 of the Draft EIR/EIS. OCTA and Caltrans have developed design options for all of the alternatives that would remove the braided ramps between Warner Avenue and Magnolia Street on the north and/or south sides of I-405. If the design option for removal of the ramps on the south side of I-405 is incorporated into the Preferred Alternative, no acquisition or relocation of any of these properties would be required. Please see Common Response – Impacts to Businesses.

**Comment PC-B27-8**

With respect to a potential bottleneck at the Los Angeles county line, please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line.

**Response to Comment Letter PC-B28**

**Comment PC-B28-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in

your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

### **Response to Comment Letter PC-B29**

#### **Comment PC-B29-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Responses – Almond Avenue Soundwall, Health Risks, and Opposition to Tolling.

### **Response to Comment Letter PC-B30**

#### **Comment PC-B30-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comments were considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

#### **Comment PC-B30-2**

Please see Response to Comment PC-B30-1.

#### **Comment PC-B30-3**

OCTA would fund all of the proposed build alternatives with bonding. Revenue anticipation bonds would be issued against the Measure M Extension future sales tax revenue for any of the build alternatives. The source of funding for the incremental cost difference between Alternative 3 and Alternative 1 would be from revenue anticipation bonds to be issued against future toll revenues for the Express Lanes in Alternative 3. The source of funding for the incremental cost difference between Alternative 2 and Alternative 1 has not been determined. The Final EIR/EIS



contains information regarding full funding of the Preferred Alternative in Table 1-10. Please also see Common Response – Measure M Funding.

Alternative 2 includes 10 lanes in each direction west of the SR-22 confluence near Valley View Street, whereas Alternatives 1 and 3 both include 9 lanes in each direction. In the northbound direction under Alternative 2, 2 lanes would continue onto SR-22/7<sup>th</sup> Street westbound, and 3 lanes (2 GP lanes and 1 HOV lane) would continue onto I-605 northbound, leaving 5 lanes (4 GP and 1 HOV) to continue north into Los Angeles County and exactly matching the existing 5 lanes in Los Angeles County. In the northbound direction under Alternatives 1 and 3, 1 lane would continue onto SR-22/7<sup>th</sup> Street westbound, and 3 lanes (2 GP lanes and 1 HOV or Express Lane) would continue onto I-605 northbound, leaving 5 lanes (4 GP and 1 HOV) to continue north into Los Angeles County and exactly matching the existing 5 lanes in Los Angeles County. Proposed southbound lane configurations are similar but not exactly the same as those described for the northbound direction. With respect to a potential bottleneck at the Los Angeles county line, please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line.

### **Response to Comment Letter PC-B31**

#### **Comment PC-B31-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

### **Response to Comment Letter PC-B32**

#### **Comment PC-B32-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

**Response to Comment Letter PC-B33****Comment PC-B33-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comments were considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

**Comment PC-B33-2**

Alternatives 1 and 2 would provide continuous access to the HOV lanes; carpoolers would be able to enter and exit the HOV lanes at any point. The Express Lanes in Alternative 3 would have limited access.

**Comment PC-B33-3**

With respect to striping of HOV lanes, please see Response to Comment PC-B33-2.

**Response to Comment Letter PC-B34****Comment PC-B34-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

**Response to Comment Letter PC-B35****Comment PC-B35-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

### **Response to Comment Letter PC-B36**

#### **Comment PC-B36-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

It appears that this comment pertains to the WCC Project; therefore, please direct your comment to the OCTA Community Relations Office (550 South Main Street, Orange, CA, 714-560-5376).

### **Response to Comment Letter PC-B37**

#### **Comment PC-B37-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

The Draft EIR/EIS, including specialized technical studies (see Appendix F for a complete list), represents a comprehensive analysis of the potential temporary and permanent environmental effects of the proposed build alternatives on the environment.

### **Response to Comment Letter PC-B38**

#### **Comment PC-B38-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comments were considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Hopkinson Elementary school was considered in the Draft EIR/EIS, as applicable. Hopkinson Elementary School was evaluated as a potential Section 4(f) resource and is shown in Table 2 and Figure 2 of Appendix B as it relates to Section 4(f). Hopkinson Elementary School is also shown as Number 32 in Figure 3.1.1-4 in the Draft EIR/EIS. The Draft EIR/EIS evaluated sensitive air quality receptors within 500 ft of the centerline, and no significant air quality effects on any sensitive receptor were identified. Hopkinson Elementary school is located greater than 500 ft (see Figure 3.2.6-3); therefore, no substantial project-related effects on air quality at Hopkinson Elementary School are anticipated. Additionally, the nearest representative noise receptors (i.e., R6.48, R6.49, R6.50, R6.51, and R6.52) are shown in L-26 in Appendix N5,

which are protected by 14- to 16-ft-tall soundwalls. As shown in Appendix N1 (Table G-18 page G-80), there is no change in dBA between existing and future build noise levels for the Preferred Alternative at R6.48 through R6.51. At R6.52, there is a reduction of 4 dBA between the existing and design year build (Preferred Alternative) noise level. Hopkinson Elementary school is located approximately 275 ft and two rows of houses farther east than R6.48 and R6.53. No project-related increases in noise at Hopkinson Elementary school are anticipated

**Comment PC-B38-2**

MSATs have the greatest potential to affect the health of residents located adjacent to the project. Although the various alternatives would place travel lanes closer to some residences, it is anticipated that MSAT exposure, including DPM, would be less than existing conditions. MSAT emissions are likely lower than existing levels in the design year as a result of EPA's and California's control programs that are projected to further reduce MSAT emissions.

The EIR/EIS discloses the potential for impacts from MSATs to the extent that current scientific information allows. Sensitive receptors are identified, and a qualitative assessment of impacts to the sensitive receptors was performed. Please see Common Responses – Air Quality and Health Risks.

**Comment PC-B38-3**

Dropping the additional GP lane in Alternatives 1 and 3 upstream of I-605 near Valley View Street as suggested in the comment would create a chokepoint at the drop location because there would be no roadway to receive the lane's traffic. Carrying that lane to I-605 and providing a full two-lane exit at the beginning of I-605 provides a location for ending the lane that has the capacity to receive the lane's traffic. Consideration was given to dropping the second additional lane included in Alternative 2 just south of SR-22, but this was rejected due to the level of congestion such a bottleneck would create. Carrying the second lane to the SR-22 West exit ramp provides a location for ending the lane that has the capacity to receive the lane's traffic.

**Response to Comment Letter PC-B39****Comment PC-B39-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comments were considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Soundwalls have a “diminishing margin of return” once the line-of-sight to major sources of traffic noise have been cut or blocked, which include, but are not limited to, tire, engine, and

truck stack exhaust noise. The insertion loss for barriers does not follow a linear trend in reducing noise levels once the line-of-sight is removed from the tallest noise source, which for traffic noise is the exhaust from truck stacks, which are approximately 12 ft from ground level. Even if the wall could be replaced with a wall taller than the original, the insertion loss would still be less than the required 5-dB insertion needed to attain acoustic feasibility according to Caltrans' Traffic Noise Analysis Protocol. In fact, adding 12 ft in height to the existing 18-ft-tall soundwall would still not lower noise levels by an additional 5 dB. Please also see Common Response – Noise/Noise Analysis.

**Comment PC-B39-2**

Sound absorptive panels are generally used when there are closely located parallel barriers to eliminate sound reflection. The soundwall along the southbound side of I-405 is too far away to reflect the traffic noise toward houses along the northbound side of I-405. Because the shortest and most dominant sound propagation path for the traffic lanes in this area would be over the top of the barrier, adding absorptive panels to the side of the soundwall where traffic flows would not be effective in lowering traffic noise levels for the residences along Almond Avenue. Soundwalls that are proposed to meet State and federal noise abatement requirements are discussed in Section 3.2.7 of the Final EIR/EIS. Please also see Common Response – Noise/Noise Analysis.

**Response to Comment Letter PC-B40**

**Comment PC-B40-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Responses – Preferred Alternative Identification and Opposition to Tolling.

**Response to Comment Letter PC-B41**

**Comment PC-B41-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

**Response to Comment Letter PC-B42****Comment PC-B42-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comments were considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Alternative 3 improvements extend north of Valley View Street to transition the additional lanes south of I-405/SR-22 appropriately to the Orange/Los Angeles county line. Rubberized asphalt is not proposed under this project. FHWA policy does not allow the use of pavement type or surface texture as a traffic noise abatement measure because it can lose its effectiveness over time. Presently, FHWA and several state transportation departments are conducting research to determine the longevity of the noise-reduction characteristics of rubberized asphalt.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

**Response to Comment Letter PC-B43****Comment PC-B43-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comments were considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Measure M Funding.

**Comment PC-B43-2**

Please see Response to Comment PC-B43-1 and Common Response – Opposition to Tolling.

**Comment PC-B43-3**

Please see Responses to Comments PC-B43-1 and PC-B43-2.

**Response to Comment Letter PC-B44****Comment PC-B44-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in

your comment when the Final EIR/EIS is available for review. The proposed build alternatives are all consistent with the Caltrans goal/vision to improve mobility across California.

Please also see Common Response – Preferred Alternative Identification.

### **Response to Comment Letter PC-B45**

#### **Comment PC-B45-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comments were considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

#### **Comment PC-B45-2**

Please see Common Response – Measure M Funding.

#### **Comment PC-B45-3**

Dropping the additional GP lane in Alternatives 1 and 3 upstream of I-605 near Valley View Street as suggested in the comment would create a chokepoint at the drop location because there would be no roadway to receive the lane's traffic. Carrying that lane to I-605 and providing a full two-lane exit at the beginning of I-605 provides a location for ending the lane that has the capacity to receive the lane's traffic. Consideration was given to dropping the second additional lane included in Alternative 2 just south of SR-22, but this was rejected due to the level of congestion such a bottleneck would create. Carrying the second lane to the SR-22 West exit ramp provides a location for ending the lane that has the capacity to receive the lane's traffic.

### **Response to Comment Letter PC-B46**

#### **Comment PC-B46-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comments were considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue Soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under

Alternatives 2 and 3. Please see Common Responses – Almond Avenue Soundwall, Traffic Flow at Orange County/Los Angeles County Line, and Measure M Funding.

**Comment PC-B46-2**

Dropping the additional GP lane in Alternatives 1 and 3 upstream of I-605 near Valley View Street as suggested in the comment would create a chokepoint at the drop location because there would be no roadway to receive the lane's traffic. Carrying that lane to I-605 and providing a full two-lane exit at the beginning of I-605 provides a location for ending the lane that has the capacity to receive the lane's traffic. Consideration was given to dropping the second additional lane included in Alternative 2 just south of SR-22, but this was rejected due to the level of congestion such a bottleneck would create. Carrying the second lane to the SR-22 West exit ramp provides a location for ending the lane that has the capacity to receive the lane's traffic.

Rubberized asphalt is not proposed under this project. FHWA policy does not allow the use of pavement type or surface texture as a traffic noise abatement measure because it can lose its effectiveness over time. Presently, FHWA and several state transportation departments are conducting research to determine the longevity of the noise-reduction characteristics of rubberized asphalt. A 4-ft-wide shoulder and other potential nonstandard features were considered for Alternative 2 in the vicinity of the Almond Avenue soundwall. Please see Common Response – Almond Avenue Soundwall.

**Response to Comment Letter PC-B47****Comment PC-B47-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please also see Common Response – Preferred Alternative Identification.

Access to Seal Beach Boulevard via the on-/off-ramps is not anticipated to be restricted during construction. Mitigation with ramp detours is part of the TMP to be finalized during the design phase.